

### SAILING DIRECTIONS CORRECTIONS

**PUB 120                      2 Ed 2001                      LAST NM 8/03**

Page 58—Line 25/R; insert after:

Vessels navigating in Chilean channels should maintain a listening watch on 2182 kHz. Upon sighting another vessel, contact should be established on 2182 kHz prior to switching to VHF channel 16.

In addition, vessels should make a general call every 10 minutes, from 10 miles prior to entering a dangerous passage until clear of the passage, stating:

1. Vessel's identity.
2. Position.
3. ETA at next dangerous passage.

(BA NP 286(5)) 9/03

Page 78—Line 9/R; read:

24 hours in advance to Guayaquil coast radio station. Any changes to the ETA of over 1 hour should be reported at least 12 hours in advance.

(BA NP 286(5)) 9/03

**PUB 131                      10 Ed 2002                      NEW EDITION**

(NIMA) 9/03

**PUB 140                      2 Ed 2001                      LAST NM 8/03**

Page 94—Lines 5 to 6/L; strike out.

(7(210)02 Athens) 9/03

**PUB 143                      7 Ed 2000                      LAST NM 25/02**

Page 12—Line 11/R; read:

the NW extremity of the island. A light (Men-Brial) is shown

(3(13)00 Brest) 9/03

Page 13—Line 33/R; read:

standing on the point. A prominent disused lighthouse and a

(3(13)00 Brest) 9/03

Page 14—Lines 30 to 31/R; strike out.

(50(25)01 Brest) 9/03

**PUB 191                      9 Ed 2000                      LAST NM 2/03**

Page 133—Lines 18 to 57/R; read:

WNW of Beachy Head. The port is used by commercial vessels and cross-channel ferries.

**Tides—Currents.**—Tides rise about 6.7m at springs and 5m at neaps.

**Depths—Limitations.**—The entrance channel, which has a least width of 70m, is dredged to a depth of 6m. The S part of the harbor adjacent to the ferry berths is dredged to a depth of 5.5m. There is a marina and berths for small craft on the W side of the harbor. East Quay, at the E side of the

harbor, is the main commercial wharf. It is 510m long and provides five berths with depths of 4.5 to 5m alongside. North Quay is 360m long and has a depth of 2.1m alongside.

Vessels up to 165m in length and 7.6m draft can be handled at HW. Large vessels take the soft mud bottom at LW.

**Aspect.**—The harbor may be easily identified from seaward by its outer breakwater curving from the W shore. A light is shown from a prominent tower, 14m high, standing on the breakwater head.

A conspicuous television mast stands on high ground about 1 mile NW of the harbor entrance.

**Pilotage.**—Pilotage is compulsory for all vessels over 49m in length. Vessels should send an ETA 12 hours in advance through their agent. Vessels should then send a request for pilotage 2 hours before ETA on VHF channel 12. Pilots can be contacted by VHF and board about 1 mile SW of the breakwater.

**Regulations.**—No vessel may enter or leave the harbor without permission from the harbormaster or in contravention of the traffic signals.

No vessel may be navigated so as to interfere in any manner with the arrival or departure of an advertised passenger vessel.

**Signals.**—The following traffic signals, displayed vertically, are shown from a mast near the head of the West Pier:

1. An orange triangle over an orange ball by day, or a green light at night, indicates that vessels may enter the harbor, but no vessels may leave.

2. An orange ball over an orange triangle by day, or a red light at night, indicates that vessels may leave the harbor, but no vessels may enter.

3. An orange triangle with an orange ball above and below it by day, or a green light with a red light above and below it at night, indicates that the port is temporarily closed to traffic.

4. An orange ball by day, or a green light over a red light at night, indicates that vessels less than 15m in length may enter or leave with care.

**Anchorage.**—Good anchorage, during offshore or E winds, can be taken in a depth of 7m in Seaford Road, about 1.3 miles ESE of the breakwater head. It is reported (2000) that anchorage can be taken in a depth of 14m, good holding ground, about 1 mile SW of the breakwater.

**Caution.**—High speed craft may be encountered in the approaches to the port.

An outfall pipeline extends about 1 mile S from a point on the shore 0.5 mile E of the harbor entrance.

The entrance channel is subject to siltation and local knowledge is required.

**7.10 Brighton** (50°49'N., 0°08'W.), a coastal resort center, is situated 8 miles WNW of Newhaven. The coast between this town and Shoreham, about 4 miles W, is built up and contains many churches, hotels, and large buildings.

Two piers, which are no longer usable, front the town of Brighton and an extensive marina, protected by two curved

**PUB 191 (Continued)**

breakwaters, is situated at its E end. It is reported (2002) that the westernmost pier was destroyed by a storm.

Rodean School, with a rambling building and two spires, is situated 0.4 mile E of the marina and is prominent from sea-ward.

A conspicuous television tower stands on a hill at the E end of Brighton, about 0.8 mile NW of the marina.

A prominent black windmill stands near the shore, about 1.3 miles ESE of the marina.

**Caution.**—Lobster pots are frequently placed up to 0.5 mile offshore between Brighton and Newhaven.

Several lighted buoys (special), which are used as recreational racing marks, are moored up to 3 miles offshore between Shoreham and Newhaven. Other temporary buoys may be moored close off Brighton, from March to October.

A sewer outfall pipeline, the seaward end of which is marked by a lighted buoy, extends about 1 mile SSW from a point on the shore about 3 miles ESE of the marina.

(BA NP 28; Lloyds Ports) 9/03

**COAST PILOT CORRECTIONS**

**COAST PILOT 1                      32 Ed 2001                      Change No. 22  
LAST NM 3/03**

Page 49—Paragraph 371; read:

**§110.130 Bar Harbor, Maine.**

(a) *Anchorage grounds.* (1) Anchorage “A” is that portion of Frenchman Bay, Bar Harbor, ME enclosed by a rhumb line connecting the following points:

Latitude	Longitude
44°23'43"N	068°12'00"W; thence to
44°23'52"N	068°11'22"W; thence to
44°23'23"N	068°10'59"W; thence to
44°23'05"N	068°11'32"W; returning to start

(2) Anchorage “B” is that portion of Frenchman Bay, Bar Harbor, ME enclosed by a rhumb line connecting the following points:

Latitude	Longitude
44°24'33"N	068°13'09"W; thence to
44°24'42"N	068°11'47"W; thence to copied
44°24'11"N	068°11'41"W; thence to
44°24'02"N	068°13'03"W; returning to start

(b) *Regulations.* (1) Anchorage A is a general anchorage ground reserved for passenger vessels, small commercial vessels and pleasure craft. Anchorage B is a general anchorage ground reserved primarily for a passenger vessels 200 feet and greater.

(2) These anchorage grounds are authorized for use year round.

(3) Temporary floats or buoys for marking anchors will

be allowed in all anchorage areas.

(4) Fixed mooring, piles or stakes are prohibited.

(5) Any vessels anchored in this area shall be capable of moving and when ordered to move by the Captain of the Port shall do so with reasonable promptness.

(6) The anchoring of vessels is under the coordination of the local Harbormaster.

**§110.132 Rockland Harbor, Maine.**

(CL 2111/02) 9/03

Page 49—Paragraph 378; read:

**§110.133 Kennebec River in vicinity of Bath, Maine.**

(CL 2111/02) 9/03

Page 49—Paragraph 384; read:

**§110.134 Portland Harbor, Maine.**

(CL 2111/02) 9/03

Page 50—Paragraph 390; read:

**§110.138 Boston Harbor, Mass.**

(CL 2111/02) 9/03

Page 165—Paragraph 236, line 1; read:

**Goose Rocks Light** (44°08'08"N., 68°49'50"W.), 51 feet

... (48/02 CG1; LL/02) 9/03

Page 167—Paragraph 279, lines 1 to 2; read:

**Prominent features.—Heron Neck Light** (44°01'30"N., 68°51'44"W.), 92 feet above the water, is shown from a white tower ...

(48/02 CG1; LL/02) 9/03

Page 172—Paragraph 368, line 4; read:

Rockland Harbor. (See **110.1** and **110.132**, chapter 2, for limits ...

(CL 2111/02) 9/03

Page 184—Paragraph 38, line 4; read:

**Light** (43°50'12"N., 69°30'21"W.), 79 feet above the water, is shown ...

(48/02 CG1; LL/02) 9/03

Page 189—Paragraph 143, line 3; read:

**Ram Island Light** (43°48'14"N., 69°35'57"W.), 36 feet above the water, ...

(48/02 CG1; LL/02) 9/03

Page 197—Paragraph 314, line 2; read:

**110.133**, chapter 2, for limits and regulations.)

(CL 2111/02) 9/03

Page 206—Paragraph 504, line 3; read:

(43°39'21"N., 70°02'12"W.), 77 feet above the water, shown from a ...

(48/02 CG1; LL/02) 9/03

**COAST PILOT 1 (Continued)**

Page 213—Paragraph 663, line 4; read:

**110.6, 110.6a, and 110.134**, chapter 2, for limit and regulations.)

(CL 2111/02)

9/03

Page 256—Paragraph 68, lines 2 to 10; read:

most commonly used anchorage for ships and barges in Boston Harbor. The anchorage in Nantasket Roads north of Peddocks Island has scattered shoal areas and rocks. The anchorage on the westerly side of Georges Island has depths up to 36 feet and better bottom. This anchorage is frequently used by vessels seeking shelter from easterly winds.

(CL 544/02)

9/03

Page 272—Paragraph 129, lines 4 to 7; read:

wharf at Wellfleet. In February 2002, the midchannel controlling depth was 7.6 feet in the channel to the anchorage basin, thence depths in the basin range from 6.7 to 10 feet along the north edge, gradually shoaling to 1.2 feet along the south edge with shoaling to bare in the southeast section. The channel is subject to frequent changes, ...

(BPs 179634-35; CL 2384/02)

9/03

**COAST PILOT 1                      32 Ed 2001                      Change No. 23**

Page 60—Paragraph 739, line 3 to Paragraph 764; read:  
received and handled without mark or count.

*Certain dangerous cargo* includes any of the following:

(a) Division 1.1 or 1.2, explosive materials, as defined in 49 CFR 173.50.

(b) Division 5.1, Oxidizing materials, or Division 1.5, blasting agents, for which a permit is required under 49 CFR 176.415, or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(c) Division 4.3, Spontaneously Combustible products in excess of 60 metric tons per vessel.

(d) Division 6.1, Poison-Inhalation Hazard, products in bulk packagings.

(e) Class 7, highway route controlled quantity radioactive material, or fissile material, controlled shipment, as defined in 49 CFR 173.403.

(f) Each cargo under Table 1 of 46 CFR part 153 when carried in bulk.

(g) Each cargo under Table 4 of 46 CFR part 154 when carried in bulk.

(h) Butylene Oxide, Chlorine, and Phosphorous, elemental when carried in bulk.

*Charterer* means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers”.

*Crewmember* means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

(FR 10/04/01; FR 08/19/02)

9/03

Page 60—Paragraph 773, line 7 to Page 61—Paragraph 836; read:

protection, or national security.

**§160.207 [Suspended]**

**§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.**

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number; and

(16) Name of the vessel's charterer.

(d) You may submit a copy of INS Form I-418 to meet

**COAST PILOT 1 (Continued)**

the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning January 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

**§160.209 [Reserved]****§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United

States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(20) Name of the vessel's charterer.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port

**COAST PILOT 1 (Continued)**

of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

**§160.213 [Suspended]****§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the

report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01; FR 11/19/01;

FR 1/18/02; FR 08/19/02) 9/03

Page 117—Paragraph 108, line 2; read:

**St. Croix River Light** (45°07'42"N., 67°08'02"W.), 101 feet above the water, ...

(48/02 CG1; LL/02)

9/03

Page 126—Paragraph 111, line 5; read:

night. **Emms Rock Light 9** (44°31'45"N., 67°33'56"W.), 28 feet ...

(48/02 CG1; LL/02)

9/03

**COAST PILOT 1 (Continued)**

Page 144—Paragraph 226, lines 3 to 4; read:  
Desert Island. **Bass Harbor Head Light** (44°13'19"N.,  
68°20'14"W.), 56 feet above the water, is shown from a white  
tower ...  
(48/02 CG1; LL/02) 9/03

Page 146—Paragraph 258, lines 3 to 4; read:  
fishermen and yachtsmen. **Burnt Coat Harbor Light**  
(44°08'03"N., 68°26'50"W.), 75 feet above the water, is  
shown from a square ...  
(48/02 CG1; LL/02) 9/03

**COAST PILOT 8                      24 Ed 2002                      Change No. 14**  
**LAST NM 51/02**

Page 15—Paragraph 387, line 3 to Paragraph 388, line 3;  
read:  
bathymetric map are referred. The tidal datum of **Mean**  
**Lower Low Water** has been used as Chart Datum along the  
east, west and Gulf coasts, including the coasts of Alaska,  
Hawaii, the West Indies and other United States and United  
Nations islands of the Pacific.  
Mean Lower Low Water is defined as the arithmetic mean  
...  
(CL 68/03; NOS/03) 9/03

Page 43—Paragraph 251, line 2; read:  
elemental when carried in bulk.  
*Charterer* means the person or organization that contracts  
for the majority of the carrying capacity of a ship for the  
transportation of cargo to a stated port for a specified period.  
This includes “time charterers” and “voyage charterers”.  
(FR 08/19/02) 9/03

Page 43—Paragraph 261, line 4; read:  
country and that is not engaged in commercial service.  
*Time charterer* means the party who hires a vessel for a  
specific amount of time. The owner and his crew manage the  
vessel, but the charterer selects the ports of destination.  
*Voyage charterer* means the party who hires a vessel for a  
single voyage. The owner and his crew manage the vessel,  
but the charterer selects the ports of destination.  
(FR 08/19/02) 9/03

Page 44—Paragraph 301; read:  
(iv) Passport number; and  
(16) Name of the vessel’s charterer.  
(FR 08/19/02) 9/03

Page 127—Paragraph 343, line 7; read:  
of Fawn Island. A 3.25 -fathom (6m) spot is 0.8 mile SW and  
a 2.25 -fathom (4.1m) spot is 0.5 mile SE of Fawn ...  
(CL 2179/02) 9/03

Page 268—Paragraph 28; read:  
Distances Between United States Ports (available on the  
internet only at <http://chartmaker.ncd.noaa.gov/nsd/ports>.

html.)  
(01/03 CG7) 9/03

**COAST PILOT 9                      20 Ed 2002                      Change No. 12**  
**LAST NM 6/03**

Page 16—Paragraph 390, line 3 to Paragraph 391, line 3;  
read:  
bathymetric map are referred. The tidal datum of **Mean**  
**Lower Low Water** has been used as Chart Datum along the  
east, west and Gulf coasts, including the coasts of Alaska,  
Hawaii, the West Indies and other United States and United  
Nations islands of the Pacific.  
Mean Lower Low Water is defined as the arithmetic mean  
...  
(CL 68/03; NOS/03) 9/03

Page 112—Paragraph 488, line 9; read:  
is advised when entering the bay, to avoid the charted rock at  
midentrance and also because of the irregularity of the bot-  
tom. In entering, ...  
(CL 2335/02) 9/03

Page 153—Paragraph 1178, lines 7 to 9; read:  
September 2002, the controlling depth in the entrance chan-  
nel was 17 feet (19 feet at midchannel) to the beginning of  
the piers thence 12 feet to the end of the project. In 1998,  
there were depths ...  
(BPs 179234-35) 9/03

Page 325—Paragraph 369, line 3; read:  
1993-June 2002, had a controlling depth of 17 feet. The  
entrance is ...  
(CL 2208/02; H 11095) 9/03